1840-41
L. B

File No 1
Sls. 1–6

Works on the Agamlei Grant.

Indexed
D.N

Warrant Office in Mysore

No. 589

Report upon the Agumby Ghaut

Having carefully surveyed the Agumby Ghaut I am happy to have it in my power to state that it is in good order and not in need of any immediate repairs or improvements whatever. I gather from the native Servants of Government stationed at the Chowkees at the head and foot of the ghaut that the communication was open throughout the last monsoon, without intermission, and considering the newness of the work exposed to a season of more than usual violence and duration - further that there was not a single labourer on behalf of the Canara side of the pass as I had recommended engaged to apply a healing hand in turning the stability of the work after so severe and unfavourable trial to be fully established, and so well are the advantages of this open ... already appreciated that 1500 bullocks have been brought up lately from Mangalore via the Agumby Ghaut to receive sandal at Balloor for exportation at the same port, thus giving the preference to the new over the Wambatmory and Kaderdakull ghauts, at the entrance of

of increasing the whole distance by one half, and performing 110 by Agumby instead of 70 miles by one of the unreformed passes. Indeed the Agumby Ghaut is a further point from Mangalore and Bailoor than either of the ten ghauts mentioned in the Margin, and the above fact is conclusive as to its present state.—

The ghaut will for some monsoons however require that means should be at hand to keep it clear, this is necessary to all ghauts but situated as the Agumby ghaut is, every part in the steep face of a hill meeting the monsoon, and not 30 miles from the sea, it is most particularly so, and though a very small working party may during the breaks in the monsoon do all that is wanted, and keep the work in good order no measures that could be now taken in the dry weather would be effected to secure the work from the contingencies the monsoon exposes it to. Trees die and fall, and landslips occur all along the face of the Western ghauts. To cut the trees down would throw the road open to the unchecked fury of the monsoon, which would I apprehend leave

+ Aindaur Ghaut
Mooloor or Seralo
Mala or Mullu
- shur
Ghaut
Kaderdakull
Wambatmoory
Cicilly
Cubbinhaul
Sumpagay
Bisly.

a greatly more disastrous effect upon it than would be caused by the temporary inconvenience of a tree occasionally falling thereon. -

Neither could the landslips to which I have alluded be provided for before hand - one cannot judge from appearances, or pronounce with certainty where they will occur. The most likely looking places to fail may prove the most durable, and I should distrust my own judgement very much in deciding on a point so liable to error. There is also this to be observed that the injury to the ghaut last monsoon (the first it was exposed to) was very inconsiderable and easily remedied and that if a mestry and 10 Men are sanctioned on the Canara side during the monsoon, similar to the party left for the security of the Mysore side of the ghaut for the establishment of a contract as obtains on the Common Ghauts which I would earnestly beg to recommend, I am satisfied that the ghaut will be preserved in very efficient order. -

Were any thing to be done now as it were in anticipation for the Canara side (the upper half requires

nothing

nothing) I should suggest its being on a very limited scale. Though I do not deem it indispensibly necessary the labours of 100 Men for a Month under the European Officer on the spot would not be unprofitably disposed of as follows - in the general dressing the line which has not been touched in Canara since completion, farther than the clearing away of a landslip and some fallen trees; in cutting off the shoulder of a rock, which is still rather prominent, and should any part of the road in front brake away hereafter, it may be found inconvenient to for the passage of elephants. -

In conclusion of this subject I am happy to express the great satisfaction this inspection of the ghaut after the monsoon has given me - it has realized my most sanguine expectations - having settled down most substantially. Of the utility of the ghaut I cannot give a stronger instance than is offered by the fact of the colony of porters who formerly maintained themselves by passing merchandize through the ghaut having entirely deserted the place their occupation being effectually

superseded by the cattle which now
ascend or descend with their bur-
-thens more easily than they could by the
old ghaut unloaded. The testimony of
the moorgars above and below prove that
a considerable increase of traffic by the
ghaut has already taken place, particular
-ly in the export of rice, which can only
be attributed to the facility thereto af-
-forded, great progress having been made
by the working party on the road from
the head of the ghaut to the interior
that is to Shemoga. A corresponding
movement from the foot of the ghaut
to the coast at Oodapee is now become
a most urgent desideratum, for it must
be a great drawback to commerce, and
the merchant who while descending the
pass sees in the distance the vessels
which are to convey his goods, but from
which on reaching the low country he
finds himself cut off by 30 miles of un-
-made road I believe an estimate
for the Oodapee road is before the Go-
-vernment & if it were becoming on my
part I should venture to hope that the
presence of the Officer at Agumby might
be taken advantage of for the purpose
of carrying it out, for without the super-
-intendence

intendence of an Officer the work could hardly be expected to be finished either economically, expeditiously or permanently.—

Tynemouth
7th January 1841

C. Mellor
Supt. Marquis

1841 No. 2

Monument-Report

on the

Algoombay Chaut

Dated 27th January

Rec'd. 2nd February

Encl. No. 589

Ben. Copy

Head Assistant Office in Mysore

To

The Secretary to the Commissioner
for the Government of the Territories
of the Rajah of Mysore

Sir.

I have the honor to forward herewith a supplementary report on the Agumby Ghaut I have not adverted to the 2nd Para of Captain Boddam's letter referring to the upper portion as the Commissioner is aware (though Captain Boddam was not) that measures had been adopted to render that portion of the Ghaut permanently secure. I have not either adverted to the remark made mistakingly by Captain Boddam upon cutting down trees on the Sumpagee Ghaut, as the authorities are all aware that I was not employed upon that work.

2- In conclusion I beg respectfully to suggest to the Commissioner that it would be more satisfactory to me, if the instructions of the Government of Fort St. George could be obtained to the authorities of Canara making me a party (and communicating with me) in reference to anything proposed to be done to the Agumby

Ghaut

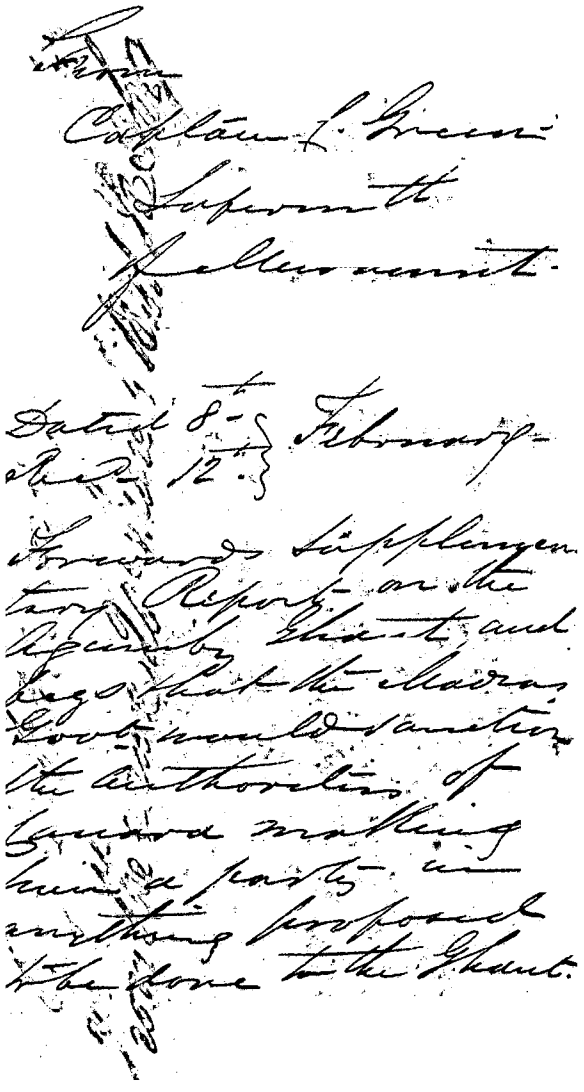
Ghaut, a work in which my professional repu-
tation is concerned and in which I may be
supposed to take a deep interest. The work-
ing parties in the rear I would also sub-
mit had better receive their instructions from
me.—

Sicilly Ghaut
8th February 1841

I have the honor to be
Sir
Your most Obed.t Servant

G. Teulon
Lieut. Colonel

1841



Captain L. Green
Surgeon
Fellowcraft.

Dated 8th
Rec'd 12th } February

Forwards Supplementary Report on the Diseases, Births and Deaths which have occurred at the Establishment of Spanish Wells in the Island of Providence in the Bahama Archipelago from the 1st January to the 31st December 1840.

Marine Office Bombay

No. 593

Supplementary Report on the Ajumeer Ghaut

A copy of the correspondence noted in the margin (and accompanying) having just reached me I had no opportunity of adverting to it in my first report on the state of the ghaut; but it may still perhaps be useful to do so now.

From Lieut. Boddam to Collector of Canara dated 1st Janry 1841.

From Principal Collector of Canara to Board of Revenue dated 4th Janry 1841.

It is to be observed in the first place that both the letters referred to were written before the Principal Collector of Canara & the officer appointed to superintend the repairs, which were supposed to be required, had seen the Pass since the monsoon; they having arrived at Ajumeer on the 18th ultimo I believe; and they reasoned upon the defective state in which they naturally concluded the Pass to have fallen after the rains the Canara side not having had the benefit of a working party to protect it, but which on the inspection of it by myself, as already reported, was ascertained to be happily not the case: the road having been found not defective in any way whatever.

Some of the stones in certain positions of the open drains are small, as Captain Boddam observed in the 1st para

of

of his letter, but I am not sure that there is a disadvantage in this, as regard should be had to figure more than bulk, and it is to be remembered the drains were particularly under the management of the Sappers who understand such matters; and they had an almost unlimited choice of materials at hand: the selection proves, indeed, to have been judicious as the drains stand uncommonly well. The number of Cattle which daily traverse this line is not overstated, and it will readily be imagined that a stone, large or small, exposed to such wear and tear may occasionally get loose; of the inconvenience of which, if there were any, the bullock-man, I apprehend, would immediately relieve themselves and cattle, by throwing it out of the way: the business of the working party in the rainy ~~mist~~ in some measure consisting in supplying such deficiencies, which, of course, would become less and less annually, as the work received the benefit of their attendance on it, and, of age. The soil throughout is of a tenacious nature in which the stones become firmly embedded, their adhesion thereto could not be assisted by the use of Chunam, which does not unite with earth, and if it could be made to do so, the expence of bringing it from a distance would be

an

insuperable obstacle to its employment. Fortunately there is not in my opinion any necessity for it, nor for calling in the aid of Stone cutters to reform drains, which experience proves to have stood very well in the rough state in which such works are usually made.

The trees have been before fully remarked upon, the question of their removal now seems to rest (apart from the shelter they would afford the ghaut in the monsoon) in the consideration, whether it be advisable to interrupt the communication by cutting them down now to guard against the chance (which may never occur) of their falling during the monsoon; when there may be said to be no communication going on, and when the working party can remove them without expence or inconvenience to the public

I will not venture further to enlarge upon a subject, which I think must clearly be understood; but I cannot forbear myself the pleasure of quoting an Extract from Mr. Telfords annual Report on the Holyhead road dated May 1st 1827 on account of its applicability to the Aquaduct Ghaut, and to the justice of which I am confident every person who is acquainted with its

its present, and former state, will readily subscribe. Those parts which had been the most inconvenient and dangerous have been changed to good specimens of what roads ought to be; steep declivities have been reduced to perfectly easy inclinations, and narrow, crooked, ill-protected portions have been converted into broad, safe, smooth, & well constructed roads."

C. Gratz
S. A.

From Captain Boddam
1st January 1841

To Board of Revenue
& P. W. 4th June 1841.

No 1

Captain Greem
Superintendant Maramut
Mysore

Sir,

In reply to your letter of the 18th instant, I have the honor to refer you to the correspondence noted in the margen, a copy of which is herewith forwarded.-

I have &c
Signed, H. Mc: Blair
Principal Collector

Princ: Coll's Cutcherry
Ore Circuit Malafy
25th January 1841—

No,

The Secretary to the Board of Revenue
in the Depart: of Public Works
Fort St: George

Sir,

I have the honor to forward to be laid before the Board Copy of a letter from Captain Boddam lately appointed to superintend the repairs of the Agumby Ghaut, pointing out, what he considers necessary towards putting the Ghaut into a complete state of repair and urging the desirableness of the Civil Engineer of the Division being called upon to inspect the Ghaut and report on the expediency of the works now proposed

† 1st January 1840.

2. Although from what I saw of the Ghaut last year, the state of the drainage of it certainly appeared to me to be defective, yet previous to recommending for sanction any outlay for the alteration of the present drains, as recommended by Captain Boddam, I feel very desirous that the Ghaut should be examined by an experienced Engineer who will now be able to form a decided opinion of the degree of durability of the present drains, by observing the effect the last monsoon has had upon them, as well as the traffic of bullocks, which has now been going on since opening of the season in November last.

3. On the upper portion of the Ghaut, which was made at the expence of the Mysore authorities, and has been reported completed by the Civil Engineer in Mysore, I have directed Captain Boddam not to undertake any work, as I conclude the order of Government published in the Fort St. George Gazette under date the 24th December 1840, has reference only to those repairs on the lower part of the Ghaut the necessity for which has already been reported to the Board in my letter of the 2d September 1840.-

4.

24. With respect to the removal of the trees on the sides of the Shoal alluded to in the 3d Para of Captain Boddams letter, as the subject is under the consideration of Government notified to me in a letter from the Chief Secretary to Government dated 12th May 1840. seems unnecessary to offer any further remarks at present as should an Engineer be deputed to inspect the Shoal, he will of course be instructed to report on the expediency of the measure recommended by Captain Boddam.—

I have &c

Signed & Wm. Blair

Principal Collr.

Prinl Collrs Cutcherry
On Circuit Buntwall
4th January 1841

True Copy
Signed & Wm. Blair
Principal Collector

To

The Principal Collector
of Circars

Sir

Having been appointed by Government orders of the 24th Instant to superintend the Repair of the Aguada Shoal I consider it my duty before commencing any work or collecting a working party to request your full instructions regarding the Shoal and also to lay before you what I consider essential to render the

the Ghaut permanently durable and further to beg you will inform me whether I am to commence work on the Mysore or opposite side of the Ghaut or confine myself to the part which appertains to Canara.—

1st I consider the present state of the open Drains very objectionable as requiring constant repair. The stones in them are much too small and light and have never been laid with any kind of cement consequently they are moved by a very small force of water, & thrown out of place by the action of Bullocks Feet of which on an average Five hundred pass daily during the season. Whereas if the stone work was properly cemented with chunam, and the flags cut of a proper size and thickness they would readily stand all the wear required of them.—

2d In the other part of the Ghaut which is a succession of zig-zags run up the perpendicular face of the mountain, the water is carried down the centre of each line and thrown with great force on the lower ones, removing the earth from the face and bringing large stones and rubbish into the drains instead of each line carrying its water by a side channel over the side

of the precipice clear of the Ghaut Road which the feature of the Mountain is peculiarly well adapted for, and I hope as you have personally inspected its present state and approved of the alteration proposed you will recommend this plan for adoption.

3rd Whilst employed on the Ghaut in May last I brought to your notice the damage which the continual fall of Timber trees during the Monsoon caused to the roads and as the report of the Masters, left during last season to remove such obstacles, has fully borne out my statement of the expence which would be saved were all the large trees immediately overhanging the road removed and which was estimated at 500 Rupees I hope you will again bring this subject to the notice of Government as it was then sanctioned but suspended for further orders that the Mysore Engineer had any opportunity of witnessing the danger these overhanging trees cause to Travellers and laden Bullocks passing up and down, and the damage to the Cars their fall occasions I feel confident he would be as anxious for their removal as he was for those on the Seringapatam Ghaut.

In conclusion—I beg to state that as these remarks upon the Agueduct should not have the benefit of consideration by the Civil Engineer of the District, it would be most satisfactory could he be called upon to inspect the Aqueduct and report upon the expediency of the works now proposed.—

I have &c.

Signed, W Boddam Capt
Supt Aqueduct

Toolor ——
Province Cutch
1st January 1841

(True Copy)
(signed) H. Mc. Pelly
Principal Collector

(True Copy of a Copy)

E. Allen
Supt Aqueduct

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Maramut Office in Mysore

To,

The Secretary to the Commissioner
for the Government of the Territories
of the Rajah of Mysore

Sir,

I have the honor to forward for the information of the Commissioner copies of correspondence with the Principal Collector of Canara on the subject of the Agumby Ghaut.

I have the honor to be
Sir
Your most Obed.t Servant

Sickmoogaloor
13th February 1841

J. Green
Supt. Maramut

To

Captain Green
Superintending Engineer
Mysore Division

Sir,

I have the honor to acknowledge the receipt of your report on the Agumby Ghaut dated 27th ultimo.

2. Observing that you have stated "that there was not a single labourer "in behalf of the Canara side of the pass, as I had recommended, engaged, to apply

a leading hand in time," I beg to acquaint you that you must have been misinformed on this point.

3 Under the instructions of the Board of Revenue, the Baroor Tahsildar was directed to repair, immediately, any injury the Ghaut might sustain during the monsoon, and for this purpose two experienced Pyons were appointed to inspect daily the Lower side of the Ghaut, with orders to keep clear all drains and remove immediately any earth or rubbish that might fall into the pass. I did not consider it necessary to entertain a fixed party of Coolies for the Ghaut repairs, as any number required could immediately be procured at Somasheer and in the neighbouring villages; and that no delay might occur, a sufficient sum of money was placed in the hands of the Monigar at Somasheer for the payment of the Coolies.

4. A good deal of work was required to be done in the pass during the Monsoon, such as the removal of fallen trees, which completely obstructed the road, and clearing the drains, and side water courses from earth and stones, the cost of which amounted to about 50 Rupees.

A weekly report was forwarded to me of the

the state of the pass, and had the injuries and obstructions above mentioned, not been immediately attended to, the Ghaut would not now have been in the excellent state in which you have found it.

5. I regret that I had not an opportunity of communicating with you on this subject, before your report on the Ghaut was proposed; but in the event of its going before the Government. I request you will have the goodness to transmit a Copy of this letter at the same time, as otherwise it will naturally be supposed that the instructions communicated to me for keeping the Ghaut in repair during the monsoon were quite disregarded

Released?

I have &c.
Signed, H. M. Blair
Princ. Collector

Princ. Collr's Cutcherry
Mangalore
1st February 1841

Warrant Officer in Mysore

No,

The Principal Collector
Canara

Sir,

In acknowledging the receipt of your letter dated 1st Instant, I have the honor to observe that the literal meaning which you have assigned to a particular

remark

remark in my report on the Agumby Ghaut,
was by no means that which I had intended
to express. It was introduced in support of
a position I was desirous to establish, viz.
that the Ghaut had stood the monsoon ex-
-tremely well, and I do not think that the
sum of Rupees fifty, which were expended
on the Canara portion, materially interferes
therewith. Of course I was perfectly well
aware that some small sum had been
spent on the Ghaut, I had heard so, if I mis-
-take not, from yourself, but certainly from
Captain Cannan, before I visited the work;
and the information was corroborated by
Captain Boddam, and the natives on the
spot. In the 3d para of my report I observ-
-ed that "the injury to the Ghaut last mon-
"soon, the first it was exposed to, was very
"inconsiderable, and easily remedied" again
in the 4th para reference is pointedly
made to the clearing away of a landslip
and the removal of some fallen trees in
Canara, which could not have been ef-
-fected without hired labour; and the
result justifies the means; but these, how-
-ever punctually undertaken, and however
well, on this occasion, they may have
answered the intentions of the Board of
Revenue, were not those which I had
recommended.

recommended Every one who has had the least experience of the habits of this work people in this country must be sensible how difficult it is to collect them even in the fine weather and how impossible it must be to do so, without loss of time, in the rains The following extract from a popular work on Roads shews clearly the necessity of a fixed party of coolies during the rains, at least for a few years, on such a work as that under consideration "On all hills the greatest care should be taken to keep the side channels always open, for if they are obstructed with dirt "the water will find its way over the middle "of the road and cut channels in it- daily "attention should be given to take care that no obstruction gets into them". Fully convinced of the reasonableness of the above rule, and desirous as I am to reduce the expences of the Ghaut as much as possible I cannot expect that any thing short of a small cooly establishment always at hand will be found effectual for the object in view

I have &c.

Signed, C. Green

Supt Mark

Chickmagalore
13th February 1841

"True Copies

Green
Asst Assistant

1841

From

Lieut. Lefferts

Settlement.

Dated 13th & Recd 17th February

Incloses Collins Honeyfords
Bond with Principal
Collector of Customs
in the Lubicon District
Upper Canada

No 6

To

Maramut Office in Mysore

85

The Secretary to the Commissioner
for the Government of the
Territories of the Rajah of
Mysore

Sir/

I have the honor to acknowledge the receipt of your letter dated 27th Instant, transmitting for my information copy of a letter from the Chief Secretary to Government, Fort St. George, dated the 20th Inst. with a minute of Council regarding the Agumby Ghaut in Canara, and requesting that I would give the Commissioner, as early as possible, the means of replying to the 2d 3d and 4th paras of the latter document.

The extent to which an officer might be of use on the Canara side of the Agumby Ghaut I estimated in my report to consist in directing the labour of 100 Coolies for one month: Captain Goddam is in possession of my sentiments as to what might be done with those means, and I promised to conform to them as respects the drains, trees, and in all other particulars.

With reference to the 3d para of the Mim: of Consultation I beg to state that beyond the extent Specified in the foregoing para: there will be no occasion for the Services of an officer to Superintend the repairs of the Agumbey Ghaut.

As respects the 4th para of Mim: of Cons: I beg to annex copy of a letter lately addressed by me to the Revenue Board.

To

The Secretary to the Revenue Board
Department Public Works.
Fort St George

Sir,

I have the honor to acknowledge the receipt of your letter No 131. dated 11th Inst. and to express my sincere regret that the pressure of duties in an opposite direction should prevent my meeting the wishes of the Board at present, and proceeding to examine, in communication with Mr Blair and Capt Goddam, the Country between the foot of the Agumbey Ghaut and the Sea Coast.

There are, however, a few remarks which I shall venture to make in reference

It remains to observe that Oodapee is a place of pilgrimmage on the Coast the road to which from the foot of the ghaut was, it is understood, roughly dressed up and improved for the passage of His Highness the Rajah of Mysore when he visited it some years ago and accordingly it is now travelled over and offers now fewer difficulties for the transport of goods than any other contracted line - It would, however, be entirely rejected in making a road to the Coast even if Oodapee were to be the terminating point of it, for the present roads like all unreformed roads are in fact precisely the identical lines almost in every instance which formed the foot paths of the aboriginal inhabitants of the country - the Crookedness and Steepness of every road in Canara is thus accounted for.

We should therefore consider where a road if properly made would now be most useful, commercially & if my notion on the subject of the

preference be given to the Barcoor line be found, it will be a much shorter, and simpler undertaking than might otherwise have been supposed; after opening the trace to the river, which fortunately runs in a direction nearly perpendicular to the Coast, and thus must of necessity be a direct line, it will not be difficult for an Engineer, or will it occupy much of his time to survey the trace, and if necessary to suggest improvements, and on finally approving thereof to make an estimate of the probable expence to be incurred in carrying the work into effect.

I need not tell the Commissioner, as he is fully aware, how much my time is occupied at the present season in so large a civil range as Mysore, and with so many Military buildings under execution; but I should hope that he will be pleased to represent the same for the favorable consideration of Government.

I have the honorable,
Sir
Your most obed.t Servant,
C. Elliott
Tutr. Assistant

Salaam
30th March 1841

No 1143

Mysore Comm^r^s Office

2d

Captain Green
Superintendent of
Maramut.

Sir,

I acknowledging
the receipt of your letter
of the 30th ultimo on the
subject of the minutes of
consultation of the Mad.
ras Government of the 20th
Ultimo; and in compliance
with the instructions con
tained in the 2d Para
of the latter document,
I have the honor by desire
&c. to request you will con
sider yourself vested
with the Superintendence
of the entire range of
the Agimbey Ghaut.

As regards the pro
posal of Govt as set
forth in the 4th Para

of

of their meaning, I am
desired to add that
the Commissioner has
stated in his reply to
that authority, that as
far as respects your
Civil duties in this Ter
ritory he is not aware
of any thing to prevent
your undertaking the
duty of selecting and
marking out the road
to Cadoppie, but that
he is at the same time
not
competent to judge of
the demand there may
be for your services
in the M. C's. Dept.
both in the Mysore and
Coorg Territories.

Bangalore
April 1841.

1841

To
Captain Green
Supt. Aborigines

Datet
Despd } 3d April -

In reply to his letter of
30th Ult. requests he
will consider himself
self vested with the
Superintendence of
the entire range of the
Coorong Beach, and
allowed to Commu-
nicate to Govt as to
Captain Green's Civil
duties in this Territory,
&c. —